

## Traffic Safety POD Notes

POD Note #1: All hands are reminded of the requirements set forth in, OPNAVINST 5100.12G, Navy Traffic Safety Program, pertaining to the use of safety belts in motor vehicles. a. All Navy military personnel shall use safety belts in a proper manner at all times, (on or off a naval station and on and off duty), when operating or riding in a private motor vehicle. b. Individuals shall not ride in seating positions where safety belts have not been installed, have been removed, or rendered inoperable.

POD Note #2: Protect yourself and your family while driving. Before you start your engine reach for your safety belt. Keep yourself and your family safe by observing the requirements in the Navy Traffic Safety Program.

POD Note #3: Navy Traffic Safety Program, OPNAVINST 5100.12G states the operator of any Navy vehicle is responsible for informing all passengers of all applicable safety belt, child safety seat, and personal protective equipment requirements. It is the senior military occupant's responsibility to ensure compliance by all passengers with those requirements. For civilian employees, the driver is responsible for enforcement if the senior occupant cannot be determined.

POD Note #4: All hands are reminded that motorcycle safety guidelines apply to all motorcycles operated by Navy personnel (both street and off road versions). This includes vehicles with less than 50cc engines such as mopeds, motor scooters and motorized bicycles. Refer to OPNAVINST 5100.12G and see your Safety Petty Officer.

POD Note #5: Do not wear portable headphones, earphones or other listening devices while operating a motor vehicle, walking, jogging, bicycling, or skating on roads and streets aboard naval installations is not only very hazardous but it is also failure to obey a general regulation, and punishable under the UCMJ.

POD Note #6: WALKMANS: Don't try wearing your portable headphones, earphones, or other listening devices while driving on base - it is strictly prohibited by OPNAVINST 5100.12G!

POD Note #7: In 2000, 4,739 pedestrians died in traffic crashes nationwide. Alcohol impairment was a factor in 31% with Blood Alcohol Concentrations (BAC) of 0.10 or greater. Be careful with alcohol, you don't have to be driving to get yourself killed by alcohol.

POD Note #8: Safety belts. Safety belts are required to be worn both on and off base and on and off duty by Navy military personnel. Navy civilian employees are required to wear safety belts on and off base in a duty status. This is a Navy regulation! And on base, this does not just mean you the Sailor, but anyone riding in any part of your vehicle. You are responsible for your passengers.

POD Note #9: Riding in the back of a pick-up, flat bed or stake truck on base is prohibited. It would be nice to grab a ride back to the ship with your buddy, but not in the back of the truck!

POD Note #10: Safety belts. Safety belts are required to be worn both on and off base. This does not just mean you the sailor, but anyone riding in any part of the vehicle. This excludes the back of pickups where passengers are prohibited. You are responsible for your passengers.

POD Note #11: Motorcycle Safety Note: The Navy requires every operator of a motorcycle to complete the Motorcycle Safety Foundation's Motorcycle Rider Course - Riding and Street Skills or other training approved by the Naval Safety Center. This training applies to riders whether or not they ride on or off base or on or off duty.

POD Note #12: Motorcycle Safety Note: The Navy requires motorcycle riders to wear a DOT-approved helmet (properly fastened), impact-resistant eye protection, a long-sleeved shirt (rolled down and buttoned) or jacket, long-legged trousers, full-finger leather (or equivalent) gloves, sturdy footwear (leather boots or over the ankle shoes are strongly encourage). A brightly colored outer upper garment during the day a reflective upper garment during the night. The outer upper garment shall be clearly visible and not covered. This protective clothing must be worn whether or not they ride on or off base, on or off duty. For more information, contact the NSA Safety Department.

POD Note #13: Motorcycle Safety: To ride a motorcycle while on active duty, regardless of where you are, you must: 1. Complete an approved Motorcycle Safety Rider Course. 2. Ride with headlights turned on at all times. 3. Wear personal protective equipment to include a properly fastened DOT-approved helmet, eye protection, long sleeve shirt, long legged trousers, full finger leather (or equivalent) gloves, hard soled shoes with heels and a brightly colored outer upper garment during the day a reflective upper garment during the night. The outer upper garment shall be clearly visible and not covered. 4. Hold a current motorcycle driver's license. 5. Have rear view mirrors mounted one each side of the handlebars.

POD Note #14: While on any DOD installation, the operator/passenger(s) of a motor vehicle are prohibited from having open containers of alcoholic beverages in their possession.

POD Note #15: All set for the long weekend? You know not to drink and drive, but what about the other guy? All hands are reminded to drive defensively and always wear your safety belt. Obey posted speed limits. Wearing of headphones while driving is prohibited, it limits your awareness. If you are tired pull over and rest for a while. Don't push it, have fun and come back alive and healthy.

POD Note #16: A SAFE DRIVING TIP: Turn your headlights on 30 minutes prior to sunset. It won't help you see better, but will help other drivers to see you. At dusk, vehicles tend to "blend in" with the surroundings.

POD Note #17: Safety belts, everyone? Active duty personnel are required to wear a safety belt when travelling in a car, whether

on-base or off-base; whether in a Navy or privately owned vehicle. Furthermore, drivers who are active duty are held responsible for passenger compliance with this requirement. It's only smart to do so: unrestrained drivers and passengers are twice as likely to be killed or seriously injured in an automobile accident than those who use safety belts.

POD Note #18: A BM1 was riding his motorcycle to work. He changed lanes and glanced to his right. When he looked forward, he noticed a slow-moving car in front of him and hit his brakes. Travelling at 55 MPH, he hit the car. He flew off his bike, hit the rear window with his head, tumbled over the top of the car and landed on top of the hood. He was treated on the scene by emergency personnel and told to go home and rest. This cyclist was wearing all required personal protective equipment. His only injuries were bruised forearms and thighs. Personal protective equipment does work.

POD Note #19: Safety Belts. A large percentage of all collisions happen within 25 miles of home, and at relatively low speeds. Nearly 80 percent of all crashes occur at less than 40 mph and in urban areas. People not wearing safety belts have been fatally injured in collisions at speeds as slow as 12 mph. No matter how short the trip, or how slow you drive, don't gamble with your life. Buckle Up!

POD Note #20: You MUST have training if you're going to ride a government-owned ATV and a privately-owned ATV if operating on base, OPNAVINST 5100.12G requires it. Most places that sell them either offer the training or know where you can get it.

POD Note #21: Inclement Weather. When the weather turns bad, it's too late to worry about your vehicle condition, so before long trips, check your tires (good tread?), lights (all working?), wipers (not rotted?) and brakes. Little things like this can make a difference when the chips are down.

POD Note #22: Bad Weather Driving. The best approach to driving in bad weather is not to. Sometimes it can't be helped, so here are some tips. When it's foggy, raining or snowing, keep your lights on, even in the daytime. If you have fog lights use them. Tap your brakes every so often (brake lights are brighter than tail lights). Drive at a speed that will allow you to stop in a distance shorter than you can see (some days, that's pretty slow). If you have anti-lock brakes and can stop on a dime, that's great, but don't count on the guy behind you being able to do the same.

POD Note #23: Collision Avoidance. If you get into a collision, it could turn into a massive pile-up. Don't stand on the road and try to warn approaching traffic. Some folks will be going too fast for the conditions (which leads to multi-car collisions) and you might get hit. Get off the road, and that means WAY off.

POD Note #24: Fast Break. Ever get stuck in the right hand lane behind someone going slower than you? Then to make things worse, the left lane fills up with faster traffic, and cars start building up behind you. You see the break in the left lane traffic coming up, and your adrenaline starts flowing. If you're fast enough on the accelerator, and the driver behind you is a little bit slower, you

can execute a "high G" break and cut him off. Flashy? Nope. Just stupid. Courtesy is not only polite, it's safe.

POD Note #25: Hydroplaning. With enough water on the road, and it doesn't have to be more than about a quarter inch, your tires turn into skis. Unfortunately, leaning doesn't do much good except to provide a different perspective on the upcoming collision. What to do? Keep your speed down. It increases the tire contact with the road, which prevents hydroplaning.

POD Note #26: Alternatives. If you are going to party and drink, don't drive. There are many alternatives available: designated driver, a cab, call a friend or a local dial-a-ride program. The penalties are too severe and the risks are too great.

POD Note #27: Fatigue. Every year, Sailors use the holiday leave period to make long trips home. Understandable. Unfortunately, every year, some of these Sailors don't make it home for Christmas, not even in their dreams. The reason? Long hours on the road after long hours at work. Give yourself a break: sleep before starting out! It's far more important that you arrive, period, than it is for you to get there by a specific time. Don't let an artificial deadline become a DEAD line.

POD Note #28: Drugs + Driving = Tragedy. Most people know about alcohol and driving, but few consider the effects of legal drugs on driving skills. Seemingly harmless over-the-counter drugs can be deadly when combined with driving. Always check medication labels for side effects, such as drowsiness, BEFORE driving.

POD Note #29: Defensive Driving. Along with all the other tips, here's one straight from the Naval Safety Center: Always wear your safety belt. It's your best defense in a crash.

POD Note #30: Pedestrian Safety. More and more Sailors are getting injured in a pedestrian status. While you're walking or jogging, keep your eyes and ears open. Don't assume you have the right-of-way. Drunk drivers tend to forget little details like this.

POD Note #31: Long weekends usually mean extended trips to be with family or friends. Time behind the wheel is increased, and the fatigue factor doubled. Throw in "one for the road" and the chances of an accident triples. Enjoy your time off, but don't push it to get there, and don't drink and drive. Wear your helmets, safety belts, life jackets, sun block, etc. Recreation should be relaxing, not harmful or fatal.

POD Note #32: Ever been to a wrecking yard? You always find some really nasty-looking carcasses of automobiles. However, no matter how battered the outside, there's always one part that remains reasonably intact: the car seats. If more passengers were anchored to the frame, like the seats, by their safety belts, most would survive the crashes. The forces involved in a car crash can heave bodies out windshields, windows and doors, but there's always room to live in the cab.

POD Note #33: In some states, the law requires that if you use your

windshield wipers, you must turn on your headlights. Think about it. If you're having trouble seeing because of the rain, the other guy is, too. Your head-lights will make it easier for him to see you, and that can prevent a disastrous accident. Consider making this part of your driving habits.

POD Note #34: Drinking and driving is the leading cause of fatal accidents involving private motor vehicles. Alcohol not only slows your reaction time, it also affects your judgement. Drinking drivers tend to become reckless. They lose their ability to recognize hazards. They become a threat to themselves, their passengers and others. Use a designated driver if you're going to drink.

POD Note #35: A Sailor was riding a motorcycle with his wife as a passenger. They were following another couple on a motorcycle. The Sailor got distracted and bumped his front tire against the back tire of the other bike. His bike flipped over and landed on top of him and his wife. The fender landed on his head, breaking his helmet. The road put deep scratches in the helmet as well. No lost work days. Who says wearing a helmet isn't smart?

POD Note #36: A Sailor was driving down a highway when he was cut off by another car. He lost control, ran off the road and went down an embankment. The car rolled several times. The Sailor suffered a concussion, cracked ribs, broken collarbone, and numerous small cuts. Some say he was lucky to be alive. I'd say he was smart for buckling up.

POD Note #37: Whenever a child's car safety seat is involved in a crash, it is subjected to large stresses which can severely weaken it. Make sure you replace it after a crash.

POD Note #38: Many aerosol tire inflators which are sold for temporary tire fixes contain a flammable propellant that can explode. Your best bet is to have the tire fixed professionally at the earliest opportunity, but make sure you tell the mechanic what you've used. He needs to deflate the tire, then inflate and deflate it several times, BEFORE HE STARTS TO PLUG THE LEAK. This should remove all the flammable propellant so the tire may be repaired safely. Failure to do so, may cause a major explosion.

POD Note #39: Crime in the streets? Drunk driving, not murder or robbery, is the most frequently committed crime in the nation. DUI arrests total more than three times the total for all other violent crimes including murder, rape, robbery and aggravated assault. Don't be a criminal. Don't drink and drive.

POD Note #40: Driving late at night? Stay on your toes. Between midnight and 4 a.m., a large percentage of the drivers killed have been drinking. About two-thirds of all people killed in alcohol-related crashes are drivers or pedestrians who had been drinking. The other third are innocent victims, primarily pedestrians, cyclists, and passengers.

POD Note #41: When traveling in the wintertime, carry the essential equipment for any emergency stops and your final destination. Winter weather gets pretty severe. Whatever the

territory you drive through, plan on a worst case scenario which involves a night alone while awaiting rescue personnel.

POD Note #42: Four-wheel drive isn't the only way to get through this year's ice and snow. All-season radials or snow tires and basic driving techniques are all most motorists need to confidently face the winter driving season.